

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:09 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 982 Const Calendar Day: 555 Date: 11-Dec-2013 Wednesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

VGO starts work on site at 0800 with Dave Van Dyke and Nick Buck. Lunch is 1200 to 1230. VGO leaves the site at 1630. They continue yesterday's work to connect wires at TR 8 and complete work at this location. They start and complete connecting wires at TR 9. They start but do not complete connecting wires at TR's 10 and 11.

ABF Engineer Kelvin Chen spends part of today working in the office and field on CCO 314 issues.

Ironworker Barry Rothman is working a 12-hour shift (0700 to 1930) and Rob Martell is working a 10-hour shift (0700 to 1730) today on CCO 314. Laborer Carlos (Pedro) Garcia is working a 12-hour shift (0700 to 1930) on CCO 314 and he is assisted for a few hours by Laborer Juan Hernandez. Operator Ian Wells is assisting at the test rig area briefly. Ironworker Ricky Damboise works briefly at the test rig site to examine jacks that have leak problems. For the 12-hour shifts by Ironworker Rothman and Laborer Garcia, they are paid for 12.5 hours for missed dinner per union agreement.

The ironworkers erect the north end plate (at jacking rod end) at TR's 10 and 9. They final boltup (turn of nut bolt tensioning with air gun is completed at TR's 11, 10, and 9 today (TR 11 end plate erected yesterday with partial boltup). At the end of the day, the north end plate (at jacking rod end) at TR 8 is also erected and bolted up. Note that the coupler is not installed at this test rig, but the rod is installed in the test rig and the north end plate can be erected without impacting later operations.

The laborers spend most of the day covering holes with plywood in the crane mats for safety – the holes are at the pick points on the crane mats – and doing other walkway (large pieces of plywood at other walkway areas with only occasional 12x12's instead of full crane mats) and stair fabrication work for safety.

There is a hydraulic pump (Powerteam) idle today. A generator – MQ Power 40 – ABF ID 002051 is idle today. A generator – Whisperwatt 7000 – ABF ID 002343 is in use most of the day. A compressor – IR P185R – ABF ID 002075 is in use for part of the day. Various forklifts are used in different parts of the day. A Kubota cart is used today.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail (27 pcs @20' and 8 pcs @10') used on site and paid as rented from ABF on a daily basis. However, one of the purchased 10' k-rail and one of the rented 20' k-rail have been removed at some point by ABF's ironworkers. To compensate, the ABF k-rail quantities will be



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reduced by one for each length. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:

10' bought k-rail = 20 pieces (minus 1 missing)

10' ABF k-rail = 8 pieces

20' rented k-rail = 22 pieces (minus 1 missing)

20' ABF k-rail = 27

See Victor Altamirano diary for labor/equipment and other details of today's work.

CCC starts painting the coupler and portion of jacking rod at TR's 11, 10, and 9 today. This is the first of two coats of the required epoxy paint (Carboguard 890) on these pieces that will be inside the wet chambers.

Scott Croff, Mike Malyy, and Elijah Turner from CT-METS work on the wire run to the south of the test rigs to connect the 2 Acoustic Emissions sensors at each of the 7 test rigs (TR's 5 through 11) to the data logger in the tool box near TR 5, where there is power and a short run with the network cable to the BayView Trailer. They do not complete the run of all the wires. They also test AE sensor locations on the coupler at TR 5 – experiment with different locations for the sensor while doing pencil lead breaks. They then epoxy the AE sensors on the couplers at TR's 5 and 6.

CT-METS performs more hardness testing on the test rods, using field hardness testing procedures. These are retests. From CT-METS are Courtney Goldstein, James (Jamie) Doe, and Jason Gramlick (part time). They check hardness at one end of the test rods at TR's 5 and 6 that are already installed in the test rig. The other end is in the coupler. They also check both ends of the test rod for TR's 7 through 11.

INSPECTOR OT REMARK:

Field 2 hours: I am in the field for CCO 314 test rig work. ABF's shift is 0700 to 1930. My shift is 0700 to 1730 and my OT hours are 1530 to 1730.